REMARKS

I. INTRODUCTION

Applicants have cancelled claims 1-15 and added new claims 16-29. Accordingly, claims 16-29 are presently pending in this application. Applicants respectfully request further examination and reconsideration of the application in view of the foregoing amendments and the following arguments.

II. NEW CLAIMS

Applicants have cancelled all of the original claims and substituted new claims 16-29 to more clearly recite the invention. Applicants submit that the new claims are fully supported in the specification including in Figure 4 and in paragraphs 35-51 of the written description. Accordingly, Applicants respectfully submit that claims 16-29 do not add any new matter

III REJECTION OF CLAIMS 1-15 UNDER 35 U.S.C. § 112, ¶ 2

Claims 1-15 stand rejected under 35 U.S.C. § 112, ¶ 2 as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicants regard as their invention. Applicants have cancelled claims 1-15 and have substituted new claims 16-29 directed to a "method of determining a tire pressure in a vehicle tire" in order to clarify the recitation of the invention. Applicants respectfully submit that claims 16-29 do particularly point out and distinctly claim the subject matter which Applicants regard as their invention.

IV REJECTION OF CLAIMS 1-15 UNDER 35 U.S.C. § 102(B)

Claims 1-15 stand rejected under 35 U.S.C. § 102(b) as being unpatentable over Genna (U.S. Patent No. 5,587,698). Applicant has cancelled claims 1-15 and added new claims 16-29. Applicant respectfully submits that claims 16-29 recite novel and unobvious subject matter and that Genna does not disclose or suggest all of the limitations recited in the new claims. In re Paulsen, 30 F.3d 1475, 1478-79, 31 U.S.P.Q.2d 1671 (Fed. Cir. 1994); Verdegaal Bros. v. Union Oil Co. of California, 2 U.S.P.Q.2d 1051, 1053 (Fed. Cir. 1997) ("A claim is anticipated only if each and every element as set forth in the claim is found, either expressly or inherently described, in a single prior art reference.").

Independent claim 16 recites a "[m]ethod of determining a tire pressure in a vehicle tire" including the steps of "ascertaining a first fluid pressure in a conduit disposed between a fluid source and said tire using a sensor disposed in said conduit," "comparing said first fluid pressure to a target pressure" and "providing a pulse of compressed fluid to said conduit when said first fluid pressure is less than said target pressure, said pulse having a duration determined responsive to a duration of a previous pulse of compressed fluid provided to said conduit and a change in pressure in said conduit resulting from said previous pulse" and finally "repeating said ascertaining, comparing, and providing steps until said first fluid pressure in said conduit reaches said target pressure." Independent claim 23 recites similar limitations. Applicants respectfully submit that Genna does not disclose or suggest a method for determining a tire pressure meeting the above-recited limitations.

Genna discloses an improved central tire inflation system. Genna, however, determines tire pressure in a completely different manner than Applicants' claimed

invention. As set forth in the Background and Summary sections of the application, Applicants' claimed invention is designed for use in tire pressure management systems that determine tire pressure using a sensor disposed in a conduit of the fluid control circuit that delivers pressurized fluid from a fluid source to the vehicle tires. Paragraphs 3-4. In order to determine tire pressure in such systems, pressurized fluid is provided to the conduit to force open one or more wheel valves. Id. The pressures in the wheel(s) and conduit than equalize allowing the sensor to provide an indication of tire pressure. Id. This action, however, results in increase pressure in the tires over time because of the repeated provision of pressurized fluid to the conduit. Id. Applicants' claimed invention overcomes this deficiency by controlling the provision of fluid to the conduit assembly to limit or prevent the addition of fluid pressure to the vehicle tires during tire pressure monitoring. Paragraph 43. Genna operates in a substantially different way. Genna does not sense tire pressure using a conduit sensor. Rather, Genna uses individual tire sensors that communicate signals to a central controller. Col. 15, line 52 to col. 16, line 19. As a result, tire pressure monitoring in Genna does not require the provision of fluid pressure to the fluid control circuit to open the wheel valves and ascertain tire pressure. In sum, Genna does not disclose or suggest the claimed method as Genna monitors tire pressure in a fundamentally different manner.

IV. CONCLUSION

For the above cited reasons, all of the claims presently pending in this application are believed to be allowable. If the Examiner has any further questions or concerns, the Examiner is invited to contact the Applicant's undersigned attorney.

Respectfully submitted,

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